



**US Army Corps  
of Engineers®**  
Galveston District

# The Sand Castle

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## UPCOMING EVENTS

Sept. 15 - Oct. 15  
Hispanic Heritage Month

Sept. 18  
National Public Lands Day

Sept. 21  
District Dredging Conference  
Tremont Hotel

Sept. 24  
Car Wash

Oct. 8  
Fall Fest

Oct. 11  
HOLIDAY

Oct. 13-14  
Texas Water Conservation  
Association Meeting



## Combined Federal Campaign

FYI - The Combined Federal Campaign (CFC), the annual fund-raising drive conducted by Federal employees in their workplace each fall, is coming up.

Each year Federal employees and military personnel raise millions of dollars through the CFC to benefit thousands of non-profit charities.

More information to follow in the upcoming weeks.

## Anchors Away!?

*Tanner locates missing anchor and chain in the Houston Ship Channel*

"Anchors aweigh, my boys" is the song, but it was anchors away, a small disaster, when an anchor and 900 feet of chain sank into the muck at the bottom of the Houston Ship Channel. Thanks to the effortless teamwork of the Corps of Engineers, Galveston District, the owner, a local contractor, and the Coast Guard, it took only an overnight search to the navigational hazard.

On Sept 5, an inbound vessel lost all power on the Houston Ship Channel. The pilot on board immediately dropped the anchor to slow down and stop

the vessel, which in turn snapped the chain losing the anchor and chain in the HSC between Exxon and the Lynchburg Ferry.

Immediately, the channel was restricted to one-way traffic by the U.S. Coast Guard.

The Harris County Sheriff's Department was called out to respond to the emergency; however, they were unsuccessful in locating the anchor and chain.

The morning of Labor Day, the Galveston District's Bay Area Office was onsite to assist. Led by Tom Hunt, other team members were Christopher

Rossi and Dan Oden. The district's survey vessel, the *Tanner*, used its side scan sonar and multi-beam to map the area.

"We had a job to do," said Hunt. "And we all worked well together to get in done."

The inbound vessel's owner hired T&T Marine to assist in locating the anchor, along with providing a magnetometer survey of the area.

With the help of divers, the anchor was removed on Tuesday afternoon and business was back to usual for the Houston Ship Channel.

## Construction starts on the CBP's sector headquarters in Edinburg

Construction started on the Customs and Border Protection's \$17 million Rio Grande Valley Sector Headquarters at Edinburg September 27, said Bruce Briggs, project manager for the U.S. Army Corps of Engineers, Galveston District. The Corps serves as construction agents for the CBP.

The City of Edinburg donated the site for the project in November 2002. Its value is approximately \$1.3 million. The project brings construction jobs to the area in addition to the benefits of the long-term presence of the CBP in the city, officials have said.

Galveston District awarded a task order for the design and construction of the Rio Grande Valley Sector Headquarters at Edinburg to Sundt Construction, Inc., Dallas, under a nationwide multiple contract March 26, 2004 for the total cost of \$17,571,815.00. The CBP's current sector headquarters is located in McAllen. The new building is projected for 2,000 agents.

The new complex is located along Highway 281 in Edinburg, to the south of the Trenton Road overpass. The new construction will provide a total of 76,313 square feet of usable space for  
**See CBP continue on page 6...**



Pat Agee, administrative assistant in the Executive office, registers to vote with the help of Tencha Deckard, Office of Counsel.

## Make a difference - VOTE

*Women Equality Day stresses the importance of registering to vote*

The Galveston District celebrated Women Equality Day on Aug. 26 with guest speaker, Leslie Goolishan, 3<sup>rd</sup> Vice-president and Chair of the Voter Service Chair and member of the League of Women's voters.

"It sounds cliché, but it is so important to vote - it is a right that most people don't take advantage of," said Goolishan. "And several have taken a large step by registering today."

Over 25 Corps employees registered to vote during the lunch hours with several attending the federal women's luncheon.

The history of the day began on August 26, 1920 when the 19<sup>th</sup> Amendment to

the U.S. Constitution affirmed the right of women to vote in all public elections. It had taken American women and their male supporters 72 years of campaigning to win this basic democratic right. Since the 50<sup>th</sup> anniversary of that historic date, annual observances of the anniversary of women's suffrage have taken place.

In 1971, Rep. Bella Abzug (D-NY) introduced a congressional resolution to formally designate August 26 as Women's Equality Day on the federal calendar, in recognition of the anniversary of suffrage and of women's efforts toward equal rights. The measure was duly passed and signed by the President.

# Commander's Column



Col. Steve Haustein



## The Sand Castle

[www.swg.usace.army.mil](http://www.swg.usace.army.mil)

*A newsletter for and by  
the employees of the  
Galveston District*

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It hardly seems like a month has passed since I wrote my first commander's column in the *Sand Castle*. Reflecting back over the month, I spent it exactly how I should have – getting to know you a little better and visiting your work spaces. What I learned is that you deserve the excellent reputation that I heard about before coming to Galveston. I am blessed as a commander to be surrounded by dedicated professionals who are experts in their fields. Every commander isn't so lucky. I truly believe that my most important task as the district engineer is to provide you with the resources you need to do your jobs, be Team Galveston's biggest cheerleader as I make the rounds around Texas and the Corps of Engineers and, most importantly, stay out of the way of you doing your job.

Carry over equals zero. Congratulations! By the time this edition of the *Sand Castle* gets published, FY04 will be closed out. Even though I'm writing this column on Labor Day, I know that we're postured to fully execute 100% or more of all FY04 monies in each category: General Investigations, Construction General and Operations and Maintenance. This is a team effort that required everyone in the District aggressively executing the program all year long. With requirements growing every year, we simply cannot afford to let dollars go unspent. We'll attack FY05 in exactly the same manner – conservative scheduling coupled with aggressive execution.

Are we doing everything that we can to serve our customers? That's the question that I came away with from the Division Board of Director's meeting last month in Dallas. Several times during the day, the discussion among the Division staff and District commander's indicated that the Corps of Engineers as a whole is concerned about poor customer relations. My initial reaction was that we were the exception in Galveston and that the rest of the Corps better get with the program. Then I realized that's both arrogant and not very helpful. I think we do a great job at customer relations; I know we can (and should) do better. I want each of you to ask yourselves if you're doing everything that you can to build relationships with all the members of Team Galveston. Is your communication plan with our customers driven by emergencies and bad news? Email is essential to business today but it doesn't replace a handshake and looking someone in the eye – at least it doesn't in Texas. Start off FY05 by adding personal relationship building at the top of your A-list.

In closing, remember to keep your life in balance. Most of you will be with the Corps of Engineers throughout your adult lives. When it comes time to leave the Corps (and we will ALL leave the Corps sometime) make sure that you haven't forgotten to have a life along the way. I start off every Monday's Board of Director's breakfast by asking everyone around the table what they did for fun over the weekend. It's one of my ways of making sure that the folks that I directly supervise are finding some balance away from the Jadwin building. What did you do fun over the weekend?

## A Patriot's Story

*by Bobbie Jo Schedlapp*

Unlike today, burning enemy land, homes and important documents was routinely practiced in pre-20<sup>th</sup> century warfare. To avoid this threat from the British in the War of 1812, the Maryland state legislature moved their historical documents from the state capitol in Annapolis to the town of Upper Marlboro, 25 miles outside of Washington DC. A local town resident, Doctor William Beanes, was placed in charge of securing the documents. Ironically, Annapolis was never seriously threatened by the British while Upper Marlboro was a hotbed of British activity.

On one occasion, in early September 1812, two British soldiers entered Upper Marlboro, became drunk and started to engage in mischief. Doctor Beanes arrested the two misfits and placed them in custody.

Unfortunately, the local jail was rather porous and one of the soldiers escaped only to return with help, free his cohort and arrest Doctor Beanes. Doctor Beanes was taken prisoner and moved to secure quarters on the British ship *Tonnant* at anchor in Baltimore harbor.

The good folk of Upper Marlboro were fond of Doctor

Beanes, feared that he would hanged and solicited the help of a young Georgetown lawyer to secure his release from the British. The lawyer, along with Colonel John Skinner, a government agent authorized to negotiate prisoner exchanges, sailed under a flag of truce authorized by President Madison for Baltimore arriving on September 7<sup>th</sup>. Negotiations aboard the British ship progressed steadily for the next few days. Documents showing that Doctor Beanes had provided medical aide to wounded British soldiers on several occasions were key to the progress. An agreement for Doctor Beanes release was reached on Sept. 12, but the group was not allowed to leave quite yet.

The British feared that the young lawyer had discovered the British plans to bombard the local fort protecting the city and port of Baltimore beginning the following day. To maintain secrecy, the small group of Americans was forced to stay on board until the bombardment ended. Early on the 13<sup>th</sup>, the British fleet began the assault. The bombing continued relentlessly for 25 hours. Throughout the night, the American hostages anxiously wondered if the fort would stand or surrender under the assault.

As the sun came up on September 14<sup>th</sup>, the young lawyer peered through the heavy smoke trying to spot the large flag that had flown over the fort the day prior.

When the smoke cleared for a moment, there was the flag indicating that Fort McHenry remained in American hands. The young lawyer, Francis Scott Key, who happened to be budding amateur poet, was so moved that he sat down and penned some words to capture the moment. The first stanza of the four reads:

Oh, say can you see, by  
the dawn's early light

What so proudly we  
hailed at the twilight's last  
gleaming?

Whose broad stripes  
and bright stars, through the  
perilous fight,

O'er the ramparts we  
watch, were so gallantly  
streaming?

And the rockets' red  
glare, the bombs bursting in  
air,

Gave proof through the  
night, that our flag was still  
there.

O say, does that star  
spangled banner yet wave

O'er the land of the  
free and the home of the  
brave?



# A Reunion in Iraq

Two Bay Area Office employees enjoyed a short reunion while serving in Iraq. Mike McClenan, chief of Bay Area Office and Eddy Ching, project engineer, found a sign that pointed its way home so they would know where it is when they need it.

Mike, who is located at Camp Victory, has recently had his area office reorganized and name changed to the 1<sup>st</sup> Calvary Division Area Office.

Eddy, whose reserve unit was activated, is the battalion commander of the 980<sup>th</sup> Engineer Battalion stationed in north Baghdad.

For those Texas A&M and University of Texas fans, the hand signs that are being made are self-explanatory..those folks who are not familiar with these gestures - Mike (photo on the left) is giving the A&M proud gig'em aggies thumbs up and Eddy (photo on the right) is giving the Texas hook'em horns.

Both send their regards and look forward to coming home.

Mike is scheduled to return in late October and Eddie around March 2005.



Chester Smith, Audubon Society warden of Sundown Island, visits with Col. Haustein, district engineer, and Joanne Williams, planning lead, about beneficial uses of dredged material.



Volker Schmidt, project manager, explains the proposed project to the audience during the public meeting.

# Public meeting held for Matagorda Ship Channel

A public meeting regarding the Matagorda Ship Channel, sponsored by the U.S. Army Corps of Engineers, Galveston District, and the non-federal sponsor, Calhoun County Navigation District, was held Sept. 8 at the Bauer Community Center in Port Lavaca, Texas.

“I want everyone to understand the importance of this project,” said Randy Boyd, chairman of CCND. “By closing this port for one week can cost us close to one billion dollars.”

Approximately 60 people attended, generally expressing support for the study and the importance of the port and the channel to the local economy.

The purpose of this meeting was to inform the public about the proposed study to analyze and evaluate alternatives to reconfigure the jetties to improve navigation safety, and deepen and widen the ship channel to improve the navigational efficiency and safety. Issues raised included erosion of the shoreline adjacent to the channel, environmental concerns, and the economic benefits of an improved channel.

Before the meeting began, an open house was available for interested parties to view maps and displays of the channel.

Attendees who want to address any issues or concerns can send their written comments till Oct. 8, 2004.



# Corps receives recognition as one of Houston’s best workplace for commuters

The U.S. Army Corps of Engineers, Galveston District recently received recognition as one of Houston’s Best Workplaces for Commuters.

Established by the U.S. Environmental Protection Agency (EPA) and the U.S. Department of Transportation (DOT), the program publicly recognizes employers whose commuter benefits reach the *National Standard of Excellence*.

Providing commuter benefits helps employers address limited or expensive parking, reduce traffic congestion, improve employee recruiting and retention, and minimize the environmental impacts associated with drive-alone commuting.

Participating companies earn the designation “Best Workplaces for Commuters”—a mark of excellence for environmentally and employee-friendly organizations.

The program highlights the efforts of many top employers to help get employees to work safely, on time, and free of commute-related stress.

The Galveston district met and exceeded all of the qualifications. The district offers preferred parking for carpoolers, and a vanpooling system. The building contains supporting benefits – such as onsite amenities, compressed work schedules and lockers/showers.

In Galveston, the Metro requires that riders ride a total of 12 days per month for the \$35.00 per month per rider benefit. That \$35.00 is paid first – before the Mass Transit Program incentive. Excused absences that count toward the 12 days riding include sick days, business days for traveling/training and vacation days.

Galveston District is now going under the voucher system which means DOT issues vouchers to the District for

individuals who have signed up for the Mass Transit Program on a quarterly basis. The individuals give the vouchers to the lease holder (official driver) who pays the monthly invoice with a combination of the Metro Incentive and the DOT vouchers.

VPSI (the mass transit that leases the vans) accepts the vouchers for payment and is reimbursed by DOD. For more information on the vanpooling at Galveston district, please contact Ruben Villagran or Mary Ann Cooper.

Here are some quick facts and figures on traffic:  
1.) From 1980 to 2000 the number of vehicles increased almost twice as fast as the population growth (DOE, Transportation Energy Data Book).  
2.) In the United States, three-quarters of all trips made to and from work are in single-passenger vehicles.

3.) From 1982 to 2002, the U.S. population has grown 22 percent, but the average amount of time commuters have been delayed by traffic congestion has increased from 16 hours to 62 hours per year (Texas Transportation Institute).  
4.) A typical household spends 18 percent of its income in driving costs—more than it spends on food (Bureau of Labor Statistics).

The program, which represents almost three quarters of a million employees nationwide (more than 1,300 companies), have reduced the number of miles driven by 4 million miles a day, saved 46 million gallons of gasoline every year, prevented the release of 363,000 tons of greenhouse gas emissions, and reduced the need for approximately 90,000 parking spaces, for which the cost of construction would be \$600 million.

## Clear Creek Consortium discusses drainage improvements with Haustein

Galveston District Commander, Col. Steve Haustein, and members the District staff met with members of the Clear Creek Consortium and Barkley Peschel from Congressman Tom Delay’s (R-TX-22) office, on Sept. 7 at the Jadwin building.

The Consortium presented the current activities they are undertaking to provide for local drainage improvements.

The following discussion included a request to expedite review of permits for local drainage improvements, clarification on continuing authority program activities, and the ongoing Clear Creek Federal project.

The schedule for completion of the Clear Creek General Reevaluation Report has been extended from June 2005 to April 2006 to increase the scope of work to include flood damage reduction alternatives for the tributaries of Clear Creek.

The Consortium, which includes stakeholders from the Friendswood and Pearland portion of the watershed, requested that consideration be given to expedite the study to reduce the impacts to the schedule of the additional work.

## Welcome to the locks, Troop 45

*Oldest Boy Scout troop of Bay City visits the Colorado River Locks*



Lockmaster Simon DeSoto (pictured on the left) with the troop. Also pictured is Scoutmaster Michael Trochta (next to DeSoto) and assistant scoutmaster, Bill Isaacson (on the right).



Scouts of Troop 45 watch as traffic goes through the locks. The Colorado River Locks was the first operating locks in the state of Texas. Today, an average of 32 tows a day transit the locks.

On August 30, 2004, Boy Scout Troop 45 from Bay City, Texas visited the Colorado River Locks for a guided tour of the government facility.

Troop 45 is the oldest troop in Bay City with 75 years for existence. The troop was given brochures describing the functions, history and facts on the locks. They were also given the opportunity to observe locking operations of a tow while on site.

Lockmaster Simon DeSoto briefed the scouts and fielded questions pertaining to the waterway and the locks. Upon their departure, each scout was given water safety material to take home with them.



# Hurricane survivor remembers the USS Galveston

In this hurricane season, with the big winds generating out in the ocean and headed towards Florida, or maybe Galveston, it seems appropriate to hear the story of a hurricane survivor who not only survived the storm, but who was on a Corps dredge that sank as a result of the storm.

The year was 1943. It was July 27 when Lincoln Byrd, a young man too young to be drafted into World War II, was working on the *USS Galveston* near the Galveston jetties. Byrd, 18, had just finished school and was recruited to work on the dredge by engineer Frank McCuller. His was listed as a “wiper.” At first his job was chipping and painting. He later transferred to fireman, went on to oiler in the engine room. It would take about two hours to load the big hopper dredge, then it sailed out into the gulf to dump its load.

There were 60 men on the ship. Every two weeks, the ship would come into Galveston for supplies. Mail delivery was made to the ship every day.

It was evening shift, the eight to midnight watch in the engine room, (he worked four hours on, eight hours off) when the storm hit.

In those days there was no radar. The radio operator got

word that “a gale with 35 mph winds” was coming. Captain Emil Lane ordered the ship, which was returning from dumping a load, to drop anchors in the Galveston channel and ride the storm out. The engine room was told to put the engines on half speed, then to go to full speed as the storm winds blew the ship, dragging the anchor.

Down in the engine room, Byrd felt the ship hit something. “The ship filled with water fast,” said Byrd. “I almost didn’t get out.”

In the middle of the night, he was told to talk off his clothes, put on a life jacket and take ten feet of rope to tie himself to the jetty. The ship was sinking fast. Word from the captain came to abandon ship and the first thing he knew, he was in the water. For sixteen hours, he and three others bobbed about in the water hanging onto an engine room door that had floated by.

Sometime the next morning, the door floated onto the beach close to Sabine Pass. He remembers that he was very thirsty and his feet were bleeding when the Coast Guard found them and brought them to the Galveston hospital. He found then that he had damaged his kneecap against the Galveston jetty. The Corps of Engineers provided him with



*Herbie Maurer, chief of project and program management, presents Lincoln Byrd with a Corps coin. Also pictured is Jessie Lea Byrd, Lincoln’s wife.*

shoes, khaki pants and a shirt and gave him \$5 that he used to buy a bus ticket back to his home in Louisiana so he could tell his parents he was OK.

However, as he waited at the bus station, a bus arrived from Houston and he was surprised to see his parents get off the bus. They had heard of the ship’s sinking and were on their way to him. He said, “I couldn’t believe that God put us together that quick.”

Eleven men from the crew lost their lives. Captain Lane went down with his ship.

“That ended the dredge ship work,” he said. “I went back to Port Arthur and got a job in the rubber plant. I don’t even fish

any more. But, I would really love to come to Galveston and get on a boat to go out where the incident happened.”

Last year was the 60<sup>th</sup> anniversary of the storm and the ship wreck. Byrd retired from the B.F. Goodrich rubber plant in Port Neches in February, 1984. He and his wife, Jessie Lea raised two sons, Jerald who lives in Tennessee and Donald of Port Neches. He is a cancer survivor and had enjoyed his hobby of painting for about ten years. He is now the custodian of his church in Port Neches.

## District OK’s LaQuinta Channel permit

The Port of Corpus Christi recently took another step forward in its efforts to develop a container terminal along the La Quinta Channel near Ingleside.

The Army Corps of Engineers recently approved a final permit to dredge La Quinta Channel and to build a 1,114-acre terminal for loading and unloading containers. However, construction on the project will not begin until the port secures a partnership with a terminal operator.

Port deputy director Jake Jacobi declined to discuss any negotiations with terminal operators, but said the \$100 million project would move forward once a partnership was secured.

“Planets need to be in alignment and they’re almost there,” said Jacobi, who has worked on the project for eight years. “It’s going to happen.”

Previous market feasibility studies released by the port project a terminal in this area could capture a percentage of

the Central and Southwest Texas, California and southwestern United States and Midwest markets with trade lines to Europe, Latin America, Africa and the Middle East. Local port officials estimate more than 600 jobs could be created as a result of the project’s completion.

Two other container terminals in Texas also received permits, said John Machol, project manager for the Galveston District of the U.S. Army Corps of Engineers. Bayport, a project in the Houston-Galveston region, and another project in Texas City, which is southeast of Houston, have received permits.

During the permitting process, Corps of Engineers personnel evaluated the environmental impacts of building the terminal.

To complete the local terminal, about 1.2 million cubic yards of material would be dredged from more than 29 acres of bay bottom, destroying 2.4 acres of low-density

seagrass. As a result, more than 19 acres of seagrass would need to be planted next to an existing dredge material placement area in Corpus Christi Bay.

Machol said the agency did not receive any letters opposing the project during the public comment period.

“In the final analysis, the benefits of the project outweigh the impacts,” Machol said. Bob Weatherford, general manager of Gulf Compress, said the cotton-gin cooperative is nearing completion of three 160,000-square-foot warehouses to store cotton for export on site.

A ribbon cutting ceremony was held on Sept. 16 to initiate the use of the facility.

The hope is that this facility would serve as the first anchor to draw vessels, Weatherford said.

A local container terminal could save farmers ranging from the Rio Grande Valley to the south of Houston about \$1.2 million in transportation costs, he added. “That’s why I’m excited,” Weatherford said.

## Fort Point construction on-schedule

On-schedule and to be put into use in early October is the new main entrance into the Corps of Engineers Fort Point property with a “green” solution in homeland security protection – “water barriers”.

The project will include volunteer efforts from the community, starting with the planting of a variety of tree and shrub species by the Seaborne Conservation Corps. Boy Scouts and other volunteers have already committed to providing bat and purple martin houses. Both species are natural predators of mosquitoes.

The water barriers and large stones will act as vehicular deterrents along the east side of the property. The fences surrounding the remainder of the property have been reinforced with steel cabling. All fences will remain up.

The main entrance will have a new guard building and an additional entrance lane. The pre-fabricated guardhouse is scheduled to arrive from the factory in late September.

Safety

Sharing Our Bay : What the Commercial Marine Industry Wants You to Know

by Mike Morris, Houston Pilots and Dan Wyatt, US Army Corps of Engineers, Galveston District

Many Corps of Engineers dredging projects affect recreational boaters. With a little extra effort, our Federal waterways can be enjoyed safely by all users and remain environmentally intact. Here are a few pointers for working with large commercial ships and dredges:

Recreational boaters should know and obey Rule 9 of the Inland Navigation Rules. This rule forbids pleasure craft from impeding the transit of vessels that are restricted to a narrow channel. Pleasure boaters should also realize the speed of a large ship is deceptive and that it can take up to several miles for a ship to stop. Most commercial ships must maintain at least 6 to 8 knots of speed in order to maintain steerage. Ships have blind spots forward of the bow that can extend from a few hundred feet on small vessels to several thousand feet on deep draft container carriers. For these reasons recreational boaters should stay clear of commercial vessels.


The best way to contact ships and tows in most inland waters is on VHF Channel 13. Most commercial ships are required by the Bridge to Bridge Radiotelephone Communications Act to always monitor this frequency. Several parts of the country have local U.S. Coast Guard Vessel Traffic Service offices which provide navigation information for all vessel operators. Recreational boaters can help the professional mariner by moving out of the way early so there is no doubt as to their intentions. Large ships can blanket the wind from sailboats. Suction from the propellers of a large ship can pull a medium sized sail boat or even the bow of a barge into the propeller area. Boaters should stay clear of the stern and prop wash of ships and towboats at all times.

Dredging activities on busy waterways further increase the importance of knowing basic rules of the road. In addition to the whistle signals, it is important that recreational boaters know the day shapes and nighttime lighting patterns for dredges. During the day, these vessels will display a ball-diamond-ball in a vertical line, usually on the centerline near the forward portion of the dredge. This is the indication that a vessel with limited maneuverability is being approached. Next, look for the safe side, which will be marked with two diamonds. Avoid the danger side, where the dredge pipe is connected, which will be marked with two black balls. At night, the ball-diamond-ball will be represented with a red-white-red light pattern. The two diamonds of the safe side will have two green lights, and the two black balls of the danger side will be represented with two red lights. Do not confuse these as navigation lights. Never pass a dredge until you have confirmed passing instructions with the dredge master.

Recreational boaters should also keep a lookout for the numerous support vessels, such as crew boats, tow boats, and barges, that accompany dredging operations. These support craft are necessary to move the dredge, relocate anchors, place dredging pipe and connecting flanges. These boats are constantly on the move 24 hours a day performing these tasks as well as ferrying personnel and supplies. Slow down, keep a close lookout, and be prepared for sudden maneuvers by the work boats. Better still, give dredging operations as wide a berth as possible.

In summary: learn the navigation rules of the road and abide by them; be alert and keep a lookout; watch over your shoulder for commercial traffic; use VHF radio channel 13 for bridge-to-bridge communications with ships and dredges; think before you drink; know the day and night markings for dredges; avoid them whenever possible; be seen, especially at night; use proper lights and consider carrying a radar reflector; wear a lifejacket, properly fixed and fastened; contact your local Coast Guard Auxiliary or Power Squadron units for information on low cost boating classes; avoid the ship channel whenever you can; NEVER anchor in commercial channels. Please remember that five or more blasts means danger. Be responsible and have a great time!

Castle Comments



Baby News

Congratulations to *Maj. Joe Hanus* and his wife, Denise, who gave birth to a baby boy on August 25th. William Robert Hanus was born at 11:30 a.m. at the hospital. Liam (Irish for William) is a healthy 7 lb-15oz, 19-in long, happy boy. Maj. Joe’s sister, Carol, a mid-wife, delivered the baby.

Wedding Bells


Congratulations are in order for Cheryl and Gary Maze, who were married on Sept. 11 on the beach on South Padre Island. Mrs. Maze is the daughter of *Phyllis Bledsoe, chief of public affairs, and Ralph Bledsoe, Bay Area Office.*

Update of retiree

*Cleta Powers, Resource Management Office retiree,* called let her Corps family know how she is doing. She is out of the nursing home and awaiting more surgery on her left ankle. She has already had two surgeries. She is in good spirits and sends her regards.

Condolences

Our prayers went out to *Bernice Rivers, real estate division,* whose husband passed away on August 26. “Mere words cannot express my gratitude for your kindness and generous support during this difficult time following the loss of my beloved husband,” said Bernice. “The cards, flowers, and wreath from “The Corps of Engineers” were beautiful and provided a source of comfort for me and my family. Thank you so much for being a part of my family.”



Our thoughts and prayers are with the Vanden Bosch family. Jon C. Vanden Bosch, III, 43-year old son of former *Galveston District Engineer Jon C. Vanden Bosch II,* died in an accident in New Orleans on August 7. A funeral Mass was held at Holy Rosary Catholic Church in Galveston on Sept. 7.

CBP continued from page 1..

The Management Building will have 19,401 square feet on its first floor and 12,828 Square feet in the second story. It will have 2,804 square feet contained on its terrace. The Support Services Building is 17,466 square feet and the Enforcement building is 23,814 square feet.

The facility master plan accommodates an administration building, management, administration services and enforcement on approximately 28 acres of the site. These new construction and site improvements are the first phase of the total project. Completion is scheduled for in early 2006.

Need your help..looking for info.

To Whom It May Concern:

I am writing in reference to your “The Sand Castle” newsletter, volume 20, number 7, dated July 2003. In that newsletter, you mention the recent death of retiree from regulatory, Doris Jeanne Casey. I know it is strange to be writing to you, but I am wondering if you would be able to help me.

I would be interested in corresponding with anyone who knew anything about Doris Jeanne Casey. A Doris Jeanne Casey of about the same age was likely my grandfather’s cousin, and contacting any potential relatives could be crucial in unlocking some unsolved family questions. “My” Doris Jeanne Casey was born in the 1920s to Mr. Thomas J. Casey and his wife Constance/Mary/Jeanne. “My” Doris Jeanne Casey had a brother Richard. The family lived in Philadelphia, Pennsylvania from at least 1920 to 1940.

If you could be of any assistance, even pointing me in a different direction or connecting me with individuals who knew her, I would be greatly appreciative.

Emily E. Raemore

111 High Street, N.E.

Warren, Ohio 44481

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The Sand Castle